

HONGKONG ELECTRIC COMPANY.

ANNUAL MEETING.

The fourteenth ordinary annual meeting of shareholders in the above Company was held at the Company's offices, No. 4, Queen's Buildings, at 12.30 p.m. on Saturday, Mr. A. G. Wood presided and the others present were—Hon. Sir C. P. Chater, C.M.G., Hon. C. W. Dickson and Mr. G. H. Medhurst (directors), Dr. J. W. Noble, Messrs. R. C. Wilcox, G. Murray Bain, T. H. Reid, J. T. M. Whorley, J. R. Michael, O. Baptista, E. R. Roberts, and J. W. C. Bonnar (secretary).

The notice calling the meeting having been read.

The CHAIRMAN said—The report and accounts have been in your possession for some time, so, with your permission, I will take them as read. I am sure that I may congratulate you on the continued good results shown in the accounts now before you. Our net earnings amount to the sum of \$79,167.11 available for distribution, which enables us to pay a dividend of 9 per cent, or 1 per cent better than we have hitherto achieved, and to write off \$34,741.11, a larger amount than before, for depreciation of plant and furniture, and to carry forward \$3,453.00. In making this provision for depreciation, we are continuing that policy which has been steadily followed to keep us in a position to meet the rapid but continued changes and improvements in electrical machinery and appliances. Our manager, Mr. Wickham, is now on leave, and during his stay in England, and while on his return journey through the United States, he will avail himself of any opportunities to gain information about any improvements which are likely to be of advantage to us in the alterations and extensions we may find it desirable to introduce. The use of the current for light and power continues to show a steady growth, being for this year the equivalent of upwards of 22,000 lamps of 8 candle power against 16,300 last year; are lighting remains the same, and the lifts operated by our service have increased from 9 to 11. The expenditure on working accounts has been in about normal proportion with the increase of the Company's business, though we have been put to some additional outlay for coal of a better, that is, less smoke-making, quality to enable us to comply with the requirements of the Public Health Ordinances. Before moving the adoption of the report and accounts, I shall please to answer any questions.

There were no questions, and on the motion of the CHAIRMAN, seconded by Mr. Wilcox, the report and accounts as presented were adopted and passed.

Mr. REID then moved, and Mr. WHEELEY seconded, the Messrs. G. H. Medhurst and A. G. Wood to be re-elected directors. The motion was carried unanimously.

The only remaining item of business was the election of auditors, and on the motion of Mr. MICHAEL, seconded by Mr. MURRAY BAIN, the Hon. G. Stewart and Mr. W. May were re-elected.

Dividend warrants will be ready to-day, and may be had on application at the Company's offices.

SHARE REPORT.

Messrs. Erich Georg & Co., say in their weekly share list dated Hongkong, 11th July—

The week has passed without more life being infused into our market; the tendency is extremely dull and in the absence of business generally it is difficult to arrive at correct quotations. The rates on Shanghai are 11 1/4 T/T, and 11 1/4 for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai are wanted in small quantities at \$80; the London rate is 263. 10s. d. National's new buyers at 28.

MARINE INSURANCE SHARES.—Unions are offering at 50 and China Traders after sales at 402 and still be placed at this rate. North China are quoted in Shanghai at 115. 23s. 6d. and have advanced to 115 with sales, whilst Canton have ceased off to 1180.

FIRE INSURANCE SHARES.—Hongkong are quiet at 330 with probable sellers, and China Fires were taken off the market at 385, at which rate buyers seem to be willing to go on.

SHIPPING STOCKS.—Canton and Macao sold at 53 1/4, but the present buying rate is 53 1/2. Tugs have ruled more or less easy during the week; business was reported as low as 5102, but at time of writing the market is a little firmer and shares are in demand at 507 or the dividend of 10s. paid on the 7th inst. Star Ferries are firm with buyers at 327 and 317 respectively; Shell Transports sold at 21. 2s. 6d., and at this rate more shares may be placed.

REVENUES.—China Sugars suffered a decline and are quoted at present at \$100 sellers.

MINING SHARES.—Fumjoms ordinary shares have dropped to 32 1/2 sellers; Ranba have buyers at 38.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks are quiet, probably owing to the refusal of the Home authorities to comply with the wishes of the Colony with regard to the removal of the New Admiralty Dock, and sales have been effected at 32 1/2, the market closing quiet at this rate. Kowloon Wharves have also declined and after reported sales at 387 buyers would probably pay 388. Fumjoms are quoted in Shanghai at 115. 17 1/2 buyers.

LANDS, HOTELS AND BUILDINGS.—Land Investments shares have ruled very quiet during the week and the market receded to 169, at which buyers are reported. Hongkong Hotels are weaker with sellers at 152.

COTTONS.—Hongkong are a little firmer with buyers at 31 1/4. Green Islands are on offer at 32 1/2. Hongkong Electrics now scrip are a little firmer with no sellers under 77 1/2; Fenwick sold at 54 1/2. Ices have advanced to 245 with sales at this rate; the remainder under this heading is unchanged at quotations.

THE USE OF SALT.

A correspondent wrote to us lately about "plagues and the use of salt." It is curious to find that not more than fifty years ago, a learned (?) doctor published an elaborate treatise to prove that salt was the "forbidden fruit," through eating which our first parents fell, and has ever since been the cause of all our diseases and ills, though only a fanatic would deny that salt serves some important and essential uses in the animal economy. The desire for salt seems an instinct implanted in the animal creation, and there is a natural craving for it, when it does not exist in sufficient quantity in food. Animals will travel long distances and brave great dangers to get at saline earths, called salt-licks; horses and cows are most healthy when provided with lumps of rock salt in their mangers or pastures, and even bees will sip a solution of salt with avidity. Men will barter gold for it in countries where it is scarce, and for it husbands will sell their wives, and parents their children. In some parts of Africa, salt is far more expensive than the purest white sugar in Europe, and children will suck a lump of it in preference to sweetmeats. But the existence of a greater or less appetite for salt in all individuals shows that this substance serves more important functions than that of merely gratifying the palate. Salt being a large constituent of the human body, the constant loss of it by the secretions, the bile, and even tears, require to be made up by the employment of chloride of sodium as a condiment. The free hydrochloric acid found in the stomach, and which forms an essential constituent of the gastric juice, is obviously derived from the salt taken into our food; and the soda in the blood and some of the secretions is doubtless obtained from the decomposition in the system of common salt, and the only saline condiment essential to health.

A more recent medical authority says:—Common salt is the chloride of sodium, and is extensively used as a condiment with the various kinds of animal food. By reference to the composition of the blood it will be seen that every thousand grains of that fluid contains four of chloride of sodium and potassium, so that salt in some form is largely required. Children should therefore be encouraged to eat salt in liberal quantities. Salt also appears to prevent the formation of worms and in large doses is sometimes given as a worm-medicine, though not much to be relied on.

THE DECLINE OF EUROPE.

Professor Jean Izoulet is the author of a striking article in the Paris *Figaro* prophesying the transfer of the commercial and maritime supremacy of the world from the Mediterranean and Atlantic to the Pacific through the power which the United States obtain by the Panama Canal. "Americans of the North" (he says) "thoroughly realise that for centuries the Mediterranean, as its name indicates, has been the centre of the commerce, riches, and power of the universe. With the discovery and development of the New World this centre was transferred to the Atlantic. During the twentieth century it will pass to the Pacific. This will become and remain the middle sea of this earth of ours—the new Mediterranean of the world's future. There are no longer any undiscovered countries. The migration of peoples and the consequent march of empires attain their limit in the West. Through the Golden Gate we find ourselves face to face with the Orient. The sceptre of the world will be held by younger hands. Beyond the prosperous Republic is the decrepit East." Coming to the subject of the Canal, M. Izoulet says:—"The piercing of the Isthmus is supreme in its geographical grandeur. No other isthmus exists of which the cross-water transit could displace the commerce of the world. The Suez Canal is one of England's chief advantages. The Panama Canal will transfer these to the United States, with the certainty of no future mutation. The commercial supremacy will be of a final character. It is manifest that, with the exception of Africa, the undeveloped and habitable portions of the earth are ranged round the Pacific."

The writer then refers to the vast arable possibilities of America, Australia, and even Siberia, the resources of which latter region will be incalculable when the torrent of Trans-Siberian traffic begins to flow, combined with the beneficent emigration offered by the Tsar to Russian families. He concludes by describing the reverse of the medal, the collapse of Europe, caused unfortunately by the shortcomings and abdication of France.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Bengal* left Singapore for this port on the 12th inst., at 11 a.m., with the outward English mail, and is due here on the 17th inst.

The Imperial German mail steamer *Prinz Heinrich* arrived at Shanghai on the 11th inst., at 11 a.m.

The Imperial German mail steamer *Sachsen* left Colombo on the 11th inst., a.m., and may be expected here on the 23rd inst.

The E. & A. steamer *Empire* left Sydney on the 8th inst., for this port, via Queensland ports.

The "Shire" Line steamer *Merionethshire* left Singapore on the 9th inst., for this port, and is expected here on or about 16th inst.

The C.N. steamer *Tuina*, from Australian Ports, left Port Darwin on Saturday, for this port, via Manila, and is expected to arrive here on the 21st inst.

The steamer *Bubi* left Manila on the 11th inst., a.m., and is due here to-day, at noon.

The O.S.S. steamer *Dionis* left Singapore on the 11th inst., a.m., and is due here on the 16th inst.

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PLAGUE IN INDIA.

The answer given by the Secretary of State for India to the question asked in the House of Commons recently is, says the *British Medical Journal*, extremely unsatisfactory since it would appear to indicate either that Lord George Hamilton is unacquainted with the history of the plague in India, or that he deliberately cries peace when there is no peace. Experience has shown that a decrease at this season was to be expected. Every year for seven years plague has diminished in May and has remained at a low level throughout the summer months. To quote this temporary abatement is no answer to the question as to the steps the Government intend to take to check the recurrent epidemic. It can in no way satisfy those who take a wide view of the matter and who realise that there is every reason to expect that with the autumn plague will once more increase in virulence. It is an occasion for the exercise of an intelligent anticipation of events before they occur not only by Lord George Hamilton but also by the only begotten of that famous phrase. Year by year the number of victims from this disease has increased by tens of thousands with each recurring outbreak, and we look forward with alarm, justified by past experience, to a recrudescence of plague with increased virulence in the winter and spring of 1904. What seems evident to all unprejudiced persons is that the measures hitherto adopted in India against plague, be they inoculation, segregation, or disinfection, have proved inadequate not only to stamp out plague, but even to check its spread or lessen its virulence. The officers of the Indian Medical Service and of the Indian Civil Service are being diverted from their normal duties to plague duties, and with a limited staff it is plain that some part of the work of the Government of the country is being interfered with or wholly neglected. The regard paid to the "customs and prejudices of the people of India" may in such a matter as plague be carried too far, and we believe that it would be better to appoint a number of medical men with executive powers to deal with the disease on broad sanitary lines. Experience shows that native prejudice quickly gives way when the wisdom of the steps taken becomes apparent to them by the results.

The Times of India says:—

The outstanding fact in the report of the Sanitary Commissioner with the Government of Bombay for 1902 is that the ravages of plague were more severe than at any period since the pest manifested its unwelcome presence in Bombay. The total number of deaths from this cause was no fewer than 184,752, or 56,493 in excess of the recorded mortality in the previous year. The number of deaths in 1901 was 128,259, or 56,493 less than in 1902. The figures are so terribly significant that we give them in detail:—

Deaths from Plague.	Deaths from Plague.
1896	33,96
1897	190
1898	128,259
1899	11,752
1900	98,596

That is, after an experience of seven years, during which compulsory measures have been tried and abandoned, and the policy suggested by the Plague Commission tested and found wanting, plague is infinitely more deadly than at any time during the septennial period. The Sanitary Commissioner dismisses these deplorable figures with a mere laudatory summary of the results. But the time has passed when this indifferent attitude can be maintained. The modified plague policy has been fairly tested, and it has completely, hopelessly, and miserably failed. Yet medical inspections are maintained which do not arrest the spread of plague, because all the collectorates in the Presidency were affected. Diligent preventive measures are undertaken, which apparently exercise no effect in preventing the development of the pest, because it grows yearly more deadly. So far as can be judged from results, no return at all is secured from the large sums still annually expended upon plague measures, or for the inconvenience and discomfort involved in their execution. In these circumstances an imperative case is made out for a complete re-examination of the plague policy pursued, both in the mofussil and in Bombay, and if inquiry in the light of modern experience reveals no direction in which the plague grant can be more profitably expended, it would be far better to devote the money now spent upon abortive measures to the permanent improvement of the insanitary conditions in which plague and other diseases breed. These remarks find their strongest support in the report of the Sanitary Commissioner. Wherever he toured, Colonel Clarkson seems to have found the same conditions prevailing—deplorable sanitary arrangements and no money available for their improvement. Thus at Kalyan scarcely anything in this way has been done for the past twenty years; "suggestions have been made before. It is little use repeating them, as I am informed that the income of the Municipality will fall short of the expenditure." At Satara "it is useless making any suggestions. Nothing in the way of sanitary improvement has been done since 1895, and now the expenditure on plague, and the usual 'No funds' cry, prevent any expenditure on sanitary improvements." "Another great point constantly urged not only by this Municipality (Wan), but by all others, is want of funds." No doubt some municipalities dilate upon sanitary improvements, and are equally reluctant to tax up to a fair limit; but there is much force in this plea of poverty, as Government have recognised. The greater the necessity, therefore, for extreme care to see that none of

the scanty flow from the treasury is devoted to fields which make absolutely no return, either present or future. For let us take another example of what these ineffectual conditions mean to the Presidency. Although famine prevailed in the Northern Division, the year was not an unfavourable one. The birth rate, which is an accurate meter to the general condition of the people, was a good deal above the average; but the mortality was so swollen by plague that the deaths outnumbered the births by ninety thousand. In a fairly prosperous year the population of the Presidency declined by nearly a lakh of souls. In these circumstances it is almost inconceivable that Government can, just for the sake of doing something, continue to pour out money on measures which neither check the spread of plague nor restrain its ravages. If investigation reveals a path which assures better results, by all means let us follow it. But if after fresh inquiry sanitarians have to confess that they are baffled, will it not be of advantage to the Presidency to devote the funds available to striking at the roots of the disease, instead of frittering them away on palliatives which benefit nobody?

BOERS IN GERMAN COLONIES.

The recent report of Mr. Buchannan, Secretary to the British Embassy at Berlin, on the German Colonies says that the white population of the German African Protectorates has risen from 5,571 in 1901 to 6,661 in 1902, of whom 4,203 are Germans. In East Africa the number of whites has risen from 1,243 to 1,247; in the Cameroons from 548 to 581; in Togoland from 137 to 159; and in South-West Africa from 3,843 to 4,674. The increase of 1,091 in the white population of South-West Africa is due largely to Boer immigration. The number of Germans is, indeed, said to have increased by 372, but among these must be reckoned some Boers already possessed of German nationality, while, on the other hand, the number of Boers and of settlers from Cape Colony has risen from 589 to 1,354. In the district of Keetmanshoop, in the south of the colony, there are 1,138 Boers as against 268 Germans, 50 British subjects, and 27 persons of other nationalities. The question of Boer immigration has attracted much attention both in the Press and in the Reichstag, and an idea at one time gained ground that the refusal of the Government to sanction certain concessions, in connection with the proposed foundation of a branch of the Dutch Reformed Church in German South-West Africa, had been made on political grounds. This impression was, however, soon corrected by a statement which appeared in the *North German Gazette*, to the effect that the favourable attitude of the Colonial Administration towards Boer immigration had undergone no change. "The Boers," so much proposed for the settlement of ecclesiastical relations, as certain concessions claimed in the matter of schools, which could not be granted even to subjects of the Empire, that had occasioned any difficulties; and a renewal of the negotiations would, it felt convinced, result in a solution satisfactory to both parties.

On this question of Boer immigration being raised in a recent debate in the Reichstag, the Governor of South-West Africa, Colonel Lettwein, remarked that it was a mistake to confound the question of sympathy with the Boers with that of their qualifications as settlers in the colony. The only occasion for which they were fitted, that of cattle breeding, required capital; and so long as the intending immigrants could satisfy the authorities that they were possessed of the necessary means and purposed to become regular settlers, they would be welcome. On the other hand, experience had shown that the indigent Boer, who would neither work as a labourer nor an artisan, was a most undesirable type of immigrant. He never became a settler in the proper sense of the word, but travelled about the country in an ox-wagon with his wife and family and a small herd of cattle, living chiefly on the game which he killed, and doing insupportable damage to the veldt, pastures and timber along his route. In many districts in the south of the colony, such as Grootfontein and Keetmanshoop, the Boer population, Colonel Lettwein stated, vastly exceeded the German, and he therefore strongly supported, both on political and economic grounds, the vote of £15,000, asked for in the estimates, for the encouragement of German immigration to those districts. The importance attached by the authorities to the need of preserving the national character of German South-West Africa is evidenced in the report presented to the Reichstag from the Acting Governor of the Colony, explanatory of the objects for which this money is required. The state of the country does not, in the opinion of the writer of the report, yet admit of a large influx of white settlers, and the Government must first have to prepare the way by marking out suitable grants of land as farms for future immigrants; and by improving the water supply by systematic boring. The German farmer is told that he has no reason to fear the competition of the Boer settlers, who, in spite of the advantages derived from his knowledge of the conditions of life in South Africa, will soon be left behind by the more progressive German. The initial capital required by a farmer in South-West Africa—exclusive of the expenses of his journey out—is estimated at between £750, and £1,000, and the sum which it is suggested that the Government should advance to any German family desirous of settling there is not to exceed £700. The intending settler must thus be chosen from a class possessed of some private means. In the first place they will have to defray the expenses of their journey—estimated roughly at £75 per family—and only when they are actually established on a farm will they receive pecuniary assistance in the shape of a loan of £245, free of interest, which will constitute a first mortgage on their property. The remaining £75, if the above suggestion is carried out, will be kept in reserve to help them in case of need. The vote was eventually sanctioned by the Reichstag.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS

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[33]

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(Hongkong, 17th August, 1897.) [128]
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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HCTZ & JACOB & CO.
Hongkong, 2nd April, 1900 [2]

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TOTAL FUNDS AT 31st DECEMBER, 1902.
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I. AUTHORIZED CAPITAL... .. £2,000,000 0 0
SUBSCRIBED CAPITAL... .. 2,750,000 0 0
PAID-UP CAPITAL... .. 687,500 0 0
II. FIRE FUNDS... .. 2,897,315 14 10

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Hongkong, 19th June, 1903. [1899]

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Hongkong, 29th May, 1895 [27]
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Hongkong, 14th January, 1903. [216]
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Hongkong, 16th May, 1892. [26]

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BOAT CO., LD.,** is prepared to supply
ANY QUANTITY OF PURE FRESH
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J. W. KEW,
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1st Floor, 37, Canaught Road.
Hongkong, 13th June, 1903. [1703]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS
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HONGKONG HOTEL CORRIDOR.
Also
Used and Unused Foreign and Colonial
POSTAGE STAMPS
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Albums, Catalogues, Hinges, &c., &c.
Inspection invited.
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A DISCARDED STEEL-WIRE CABLE.
For Particulars, apply to—
JOHN D. HUMPHREYS & SON,
General Managers,
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Hongkong, 17th June, 1903. [1736]

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REPAIRS PROMPTLY ATTENDED TO.

ELEGANTS: "CARMICHAEL" HONGKONG.
A B C Code, 4th Edition
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Johner's Standard Code.
TELEPHONE 232.
Hongkong, 20th June, 1903. [1770]

WHESTER CARABINES

12 SHOT REPEATING CALIBRE 44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers
ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSMANN & CO.,
14, Des Vaux Road. [2742]

KWANGSI FAMINE RELIEF.

We have received for publication a long letter
from the Rev. C. A. Goff to the Hon. Gershom
Stewart, hon. sec., Kwangsi Famine Fund.
We give the bulk of this below:—

Nanning, 29th June.

Dear Mr. Stewart.—In company with Rev.
Norman Mackenzie I left Kwai Un on June
9th en route for Nanning. We sailed on
a house boat belonging to the French Consul
of Lungchow, kindly lent to us for the
purpose. The rice amounting to 244,068
catties was carried in seven cargo-boats. It
had been our expectation before coming to
Kwai Un to load rice in 10,000-catty boats,
but the necessary number of vessels for this
purpose was not available. I may also state that
the special trackers, promised (I understood) to Mr.
Clementi, were not provided at any point
throughout the whole route, neither had Mr.
Fletcher heard anything of this matter. The
Magistrate sent twenty soldiers to escort us to
Wangchuan and they were distributed among
the seven rice-boats. A start was made at 2.45
p.m. on the 9th June. A few minor accidents
resulting in the loss of considerable time delayed
us at various points on the way.

We reached Wangchuan on Wednesday, June
17th, at 6.0 a.m. and sent our cards to
the Yamen, but learnt that the magistrate
had already left for Nam Heng. The Kwai
Un magistrate's soldiers were left here,
according to understanding, and we proceeded
without escort but not minus peace of mind.

We arrived at Nam Heng on Thursday,
June 18th, at noon. Four soldiers presented
themselves to say that the Wangchuan magis-
trate had left for a village some distance away
and had sent them to act as escort to Wing
Shun. On enquiries, found that magistrate had
not supplied them with sufficient rice for
journey, and regarding as ridiculous an escort
of four soldiers for eight boats, declined the
escort and gave soldiers our cards to produce
as proofs that they had communicated the
magistrate's message to us.

We arrived at Wing Shun, Sunday, June
21st, at 9.45 a.m., and here we were very
pleased to meet Mr. Hinkley. He
informed us that Mr. Worship had already
left for Wuchow, and he also conveyed
the information that for some weeks the
gentry of this place had been distributing rice
gruel every day to about 1,000 people, includ-
ing men and women; that the portions
given out the previous day had been very
small and he therefore thought they had
reached nearly the end of their resources. In
company with him we visited the distributing
centre and were glad to notice that the general
condition of the people was much better than
in Kwai Pong. We had a conference with the
gentry. They were heartily in sympathy with
our suggestions to distribute unboiled rice
instead of gruel, and to do so every third day
in minimum portions of 12 oz. (Chinese), and
giving two or more times this quantity accord-
ing to the pressing nature of the individual's
need. In conference with Mr. Hinkley we
decided to leave 50,000 catties here on behalf
of United States Consul. Later in the day we
had an interview with the magistrate, at which
several of the gentry also were present. They
seemed to be in hearty sympathy with our
object and promised an escort of soldiers up to
Nanning.

In consultation with Mr. Hinkley it was
thought advisable that either Mr. Mackenzie
or self remain to assist Mr. Hinkley, who had not
yet any experience in the distribution of famine
relief. Accordingly it was decided that Mr.
Mackenzie remain for the present. In order to
obviate any delay, 1,150 catties of rice were
immediately transferred from one boat to the
most heavily laden junk, making her total cargo
50,035 catties, and she was left at Wing Shun,
the remaining six rice-boats leaving the follow-
ing morning at daybreak en route for Nanning.
At Wing Shun Mr. Hinkley kindly lent me his
colporteur, who is familiar with the district, for
the journey to Nanning. I found him most
useful. Reached Ling Li some evening at 5.45.
With colporteur walked through the destroyed
village to the one behind; now recognised (I
understand) by name of Ling Li. All the elders
were away at market. Spoke to several people.
They assured us they had sufficient rice to last
till harvest, due in a month. Colporteur and self
both felt that the people were much afraid we
"had come to take away their country," so did not
wish any connection with us. Requested one
household and other people whom we met to inform
the elders of our arrival on their return this
evening and ask them to come to boat to see me.
Afterwards had conversation with some people
living in temporary premises on bank of river and
found that there were several needy cases amongst
them. Elders did not come during the evening.
Next morning as time was most precious and I
wished to hurry on, I asked all the needy
people to come down for rice at daylight.
Comparatively few responded, whilst many sat
higher up on bank of river watching operations,
but seemed quite indifferent to receiving rice.
Gave out 600 catties, presenting each person
with 10 catties, then left. I could not feel
justified in consigning rice for free distribution
to irresponsible people.

Arrived at Cheung Tong same day at 12.30
p.m., first rice-boat moving at 3 p.m. (Rice
boats progressed much more slowly than boat
on which I was travelling). With colporteur
went to visit leading gentlemen of the place,
but with the exception of two, Messrs. Man and
Sun, they were all away on public business,
and would not be back for two or three days.
Had conversation with these gentlemen, who
referred to Mr. Clementi's visit and seemed
disappointed to hear he was not with me. They
informed me that Cheung Tong itself was no
longer needy, as the first rice was now matured
and was being consumed, but in the villages
near by, inland from the river bank, the rice

was not quite ready. They requested 10,000
catties only, and assured me that would be
sufficient. I suggested to them, as they had a con-
venient centre, that they adopt the practice at
Kwai Pong of distributing every three days and
giving unboiled rice. Twelve oz. (Chinese) to be
the minimum portion and up to three catties
according to need. They promised to adopt
this suggestion and to send me regularly a
report of the work done. They expressed
themselves as quite clear on three details over
which I feared there might be misunderstanding,
viz.:—(i) The rice was for free distribution
only, not for cheap sale. (ii) It is to be dis-
tributed unboiled. (iii) That the responsibility
for, and expense of carrying up from, boat is
their business. Unloaded 10,000 catties and
set sail at 5 p.m.

Arrived near village called Cham Pan Hu at
6 p.m. on opposite side of river from Cheung
Tong. The people called to ask for help,
went into the place and found it in a very
dilapidated condition. The people were evident-
ly in need. Some other villages were distant
two and three miles. Persuaded them to send
messengers and inform them that rice was here,
for the needy only. Next morning, Thursday
June 25th, at 6 a.m. distributed rice to people
from this village, on river bank, 2,200 catties,
giving to each person about 15 catties. Gave to
old gentlemen from small place across the way
consisting of twenty souls, 200 catties for dis-
tribution. Afterwards people from villages in
Cham Pan T'au, sent to last evening, arrived,
on river bank. They numbered 45, but leading
man gave me detailed lists of over one hundred
people. Did not feel justified in giving out
rice recklessly, so handed to them for distribu-
tion 800 catties. Left this place at 8.30
a.m. and two hours later as we neared a
sandy beach on right hand river bank, saw a
number of people assembled. They informed
us they were from a village called Ngau Wan.
Caused people to sit down in order. They
numbered about 100. Distributed to each one
in measures holding thirteen catties, and gave
in all 1,350 catties.

Reached Po Min at 2.0 p.m. With col-
porteur went to Shin Tong and saw five of
the leading members and most influential
people of the town. They said that matters
were very bad, that 1,500 people had been
daily receiving rice-gruel during the two
months they had been distributing but that
the people who were really in need of rice were
very many more. Harvest was not due for
twenty days at least. They promised to see to
distribution in the different villages on their
side of the river, but told me plainly they could
not undertake any places on the north bank.
Decided to give them 40,000 catties. At the
Shin Tong also had conversation with gentle-
men from villages on north side of river. Gave
6,000 catties to San Chiu (large place)
1,800 to Kam Ting, No. 3 and No. 4 (very
small places) and 200 catties to T'au Heng.
Finished weighing by dark.

They understood clearly that rice was (i) For
free distribution. (ii) That portage for
rice boats was their business. (iii) That no
deserving person was to be refused help, irrespec-
tive of what his native village might be.
Left Po Min at dawn on Friday, June 26th.
At 8.30 a.m. old gentleman came in boat with
six others from villages on North bank, named
Sheng Chiu, to crave help. Population now
one hundred odd. A few people had food,
Crops had been destroyed by robbers and some
people killed. A few had died of starvation.
Gave them 800 catties.

Reached Lung Hing at 12.30 p.m. Visited
men of the municipality with colporteur. They
said there were several poor and needy people
in their village, and that in the vicinity the
villages were exceedingly needy. Offered to go
at once to some of them to see. No one was
willing to accompany me to point out the way.
Took this as an indication they were rather
afraid I would find the places not so needy as
they had represented. Found that the village
of Lung Hing itself was in very fair condition.
Business seemed good, the shops were well
stocked, the people healthy and strong in appear-
ance. On way back told the very necessitous to
come down to boat. A company was soon
gathered together and to them distributed 400
catties and set sail for Nanning at 2.30 p.m.

Reached Nanning at 7 a.m. Saturday, June
27th. Called upon the Un Magistrate, who did not
appear much interested in the object for which
I had come. Said the conditions here were not
so bad and the villages could not be reached even
by soldiers on account of robbers. Requested
him to lend me a horse and a few soldiers and I
would visit villages and investigate. He prom-
ised to see the Taoist about this matter, as he
could not say anything before doing so. Neither
could he promise me a place for the storage of
rice before consulting him. Would let me have
an answer next day.

On Sunday, June 28th, a deputation of four
gentlemen called upon me. Three were from

Cheung Tong and came to express thanks for
the rice given out there; the fourth man was
from Ling Li and came to beg for rice for
that place and district. He was not present
when I called and explained that the seeming
indifference of the people was caused by fear.
They have been completely cowed lately in
consequence of the raids of robbers and the
eventual burning of their village, and they
dared not enter into any transaction with me
for fear of consequences, although their circum-
stances were worse than those existing else-
where. Even rice-bowls many of the people
did not possess. He assured me that there
were at least, in the thirty villages of that
district about 900 people without food, and
without the hope of any for three months, as
the first crop had not been planted owing to
the lack of rice. Gave him 20,000
catties. Later in the day a gentleman
named Lu Lung Kwong came from Lo Liu to
ask for rice for that district. Mr. Hinkley
told me that this place was in great distress.
It is five miles inland from Lung Hing, and
had the people there shown greater willingness
to help in relieving distress I would possibly
have left rice for this place and district there.
Mr. Hinkley had mentioned to me a gentleman
named U Pu Ai, a native of Lo Liu, an honest
and responsible man. This gentleman called
upon me yesterday, but as I had not then seen
the magistrate felt I could not on the instant
promise him anything and requested him to
wait till evening for an answer. This gentle-
man named above came in his steed to-day, as
Mr. U could not remain longer in Nanning.
In Lo Liu district there are 39 villages with a
population of 3,000, all of whom are needy.
Rice is due in about a month. Gave him
10,000 catties.

During the day the Un and the Wai magis-
trates came to see me. The latter had conducted
Mr. Clementi from Kwai Un to this place on
the occasion of his visit two months ago. The
Un informed me that the Taoist was very
pleased I had come to distribute rice and wished
to extend his sincere thanks to the Hongkong
Committee for their generous contribution of
rice. The Wai Un seemed to be well informed
of the state of affairs here, and told me that
had it not been for the promise of rice made
by Mr. Clementi the distribution of gruel would
have ceased at the end of the fourth Chinese
month, but in consequence of that promise the
Kwangsi Shen Tong had continued to give
during the fifth month and the Kwangtung
Shin Tong was now distributing for this, the
intercalary fifth month. The people were in
expectation of this "English" rice and would
be disappointed if they did not now receive it.
Ten days he thought would be sufficiently long
for distribution in the city itself.

The officials seemed greatly opposed to my
going into the country to investigate at present,
offering as their reason the bad condition of the
roads and the presence of robbers. They prom-
ised to send members of the gentry class into
the more distant villages to enquire and make
full lists as to the numbers of the destitute. I
hope to see the gentry to-morrow and to arrange
a system for the distribution of unboiled rice
to the people of Nanning and immediate neigh-
bourhood. I hope to arrange it on the Kwai
Pong system. This distribution will be for the
people living within walking distance of the
distributing centre. The investigations of the
gentry above referred to are limited to the places
beyond easy walking distances.

I enclose a rough draft showing amount of
rice still in hand to credit the Hongkong Com-
mittee. Trusting you will find everything in
order.—Believe me, your obedient servant,
CHARLES G. CORSE.

Reliefs of rice on account of the Hongkong
Famine Relief Committee, Kwai Un to Nan-
ning, to date June 28th, 1903.

	Catties.
June 21, Wing Shun sent U.S. Consulate	90,035
22, Shipwrecked crew	20
23, Ling Li	60
Ling Li odd persons	50
Cheung Tong	10,000
Cheung Tong odd person	3
24, Cham Pan Hu	2,300
Na Ho	200
Cham Pan T'au	800
Cham Pan T'au odd persons	
short of rice through delays	
caused by rice junks	50
Own crew	50
Ngau Wan	1,550
June 25, Po Min	40,000
San Chiu	6,000
Kam Ting, etc.	1,800
T'au Heng	200
26, Sheng Chiu	800
Leung Hing	400
28, Ling Li	20,000
	134,768

Total shipment from Kwai Un

" Distribution to date June 28th, 1903 134,768

Still in hand

N.B.—10,000 catties promised No. 1 and not yet deducted, as it has not been discharged up to present. Will appear on next account.

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The Beer is sterilized after being bottled, and
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F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 25th July, 1902. [37]

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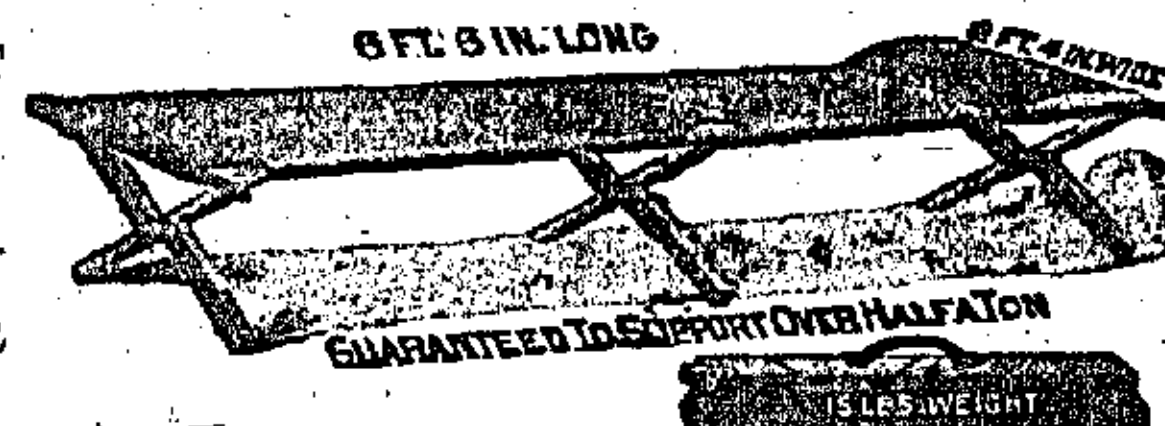
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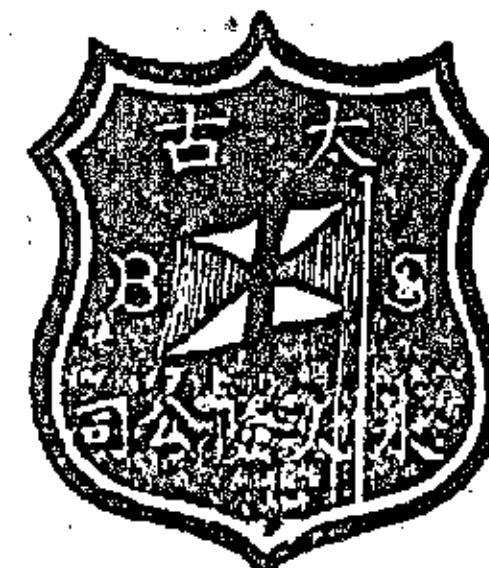
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ROYAL EXCHANGE

PALATINE

ORIENT

Hongkong, 10th June, 1903.

[1919-2]

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MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DIOMED"	On 18th July.	
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.	
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.	
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.	

OUTWARDS.

FROM	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.	
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.	
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.	
MARSEILLES, LONDON and ANTWERP	"DAEDANUS"	On 18th August.	
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 24th August.	
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.	
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.	
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.	
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.	
MARSEILLES, LONDON and ANTWERP	"DAEDANUS"	On 18th August.	
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 24th August.	
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.	
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.	

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	On 10th August.	
The s.s. "DIOMED" left Singapore on the 11th inst., a.m., and is due here on the 16th inst.			
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.			

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th July, 1903.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
CHINKIANG	"TIENTSIN"	On 13th July.	
MANILA	"SUNGKIANG"	On 15th July.	
SHANGHAI	"WHAMPOA"	On 16th July.	
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 17th July.	
KOBE	"TSINAN"	On 25th July.	
CEBU and ILOILO	"KAYONG"	On 27th July.	
MANILA	"TAIYUAN"	On 27th July.	

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FOR	STEAMERS	TO	DATE	REMARKS.
SINGAPORE, COLOMBO, PENK and BOMBAY	"C.R. Longden, R.N.R."	Noon, 13th July		Freight only.
SHANGHAI	"BENGAL"	About 10th July		Freight or Passage.
LONDON, &c.	"BALLARAT"	Noon, 18th July		See Special Advertisement.
SINGAPORE, COLOMBO, MAZAGON and BOMBAY	"S.H. Hall"	About 24th July		Freight only.

For further Particulars, apply to

B. A. HEWETT,
Superintendent

Hongkong, 10th July, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

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"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.		

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(SUBJECT TO ALTERATION).

R.M.S.	Tons	DATE
"EMPERESS OF JAPAN"	5,000	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	5,000	WEDNESDAY, 5th Aug.
"ATHENIAN"	3,882	WEDNESDAY, 12th Aug.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th Aug.
"EMPERESS OF JAPAN"	5,000	WEDNESDAY, 23rd Sept.
"TARTAR"	4,425	WEDNESDAY, 7th Oct.
"EMPERESS OF CHINA"	5,000	WEDNESDAY, 21st Oct.
"ATHENIAN"	3,882	WEDNESDAY, 4th Nov.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 18th Nov.
"EMPERESS OF JAPAN"	5,000	WEDNESDAY, 18th Dec.
"TARTAR"	4,425	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVE (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder Street.

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COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"YARRA"
Captain Seller, will be despatched for the above ports on or about TUESDAY, the 14th inst.
For Freight or Passage, apply to
G. de CHAMPEAUX,
Agent.
Hongkong, 7th July, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"BALLARAT"
Captain F. E. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th inst., at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th July, 1903.

For Freight, apply to
B. A. HEWETT,
Superintendent.

Hongkong, 7th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"MARQUIS BACQUEHEM"
Captain Rensch, will leave for the above ports on SATURDAY, the 18th inst., at Noon. This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.
For Freight or Passage, apply to
SANDEL, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 11th July, 1903.

FOR ORDESSA.

THE Russian Steamer
"HERMANN LERCHER"
1,978 tons, will be despatched for the above on SATURDAY, the 18th inst., at 4 p.m.
For Freight, apply to
BRADLEY & CO.,
Agents.
Hongkong, 11th July, 1903.

Hongkong, 11th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADELPHI PORTS.)
THE Company's Steamship

"TRIESTE"
Captain Mecozzi, will be despatched as above on TUESDAY, the 21st inst., at 4 p.m.
For information as to Passage and Freight, apply to
SANDEL, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 1st July, 1903.

REGULAR STEAMSHIP SERVICE TO
NEW YORK VIA PORTS AND SUEZ
CANAL (With liberty to call at Philippine Ports.)
THE Steamship

"KENNEBEC"
will be despatched as above on or about the 25th inst.
For Freight and further information, apply to
**STANDARD OIL COMPANY
OF NEW YORK,**
Oriental Freight Department,
Agents.
Hongkong, 3rd July, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.
THE Company's Steamship

"VERONA"
Captain H. N. Spiess, will be despatched as above on or about SATURDAY, the 25th JULY.
For Freight, &c., apply to
SEW, M. TOMES & CO.,
General Agents.
Hongkong, 7th July, 1903.

Hongkong, 7th July, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 4th July, 1903.

Hongkong, 4th July, 1903.

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Japanese Mail Steamship

"YAWATA MARU,"
3,600 Tons, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 17th inst., at 4 p.m.
This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
T. S. TAKAYANAGI,
Acting Manager.
Hongkong, 9th July, 1903.

Hongkong, 9th July, 1903.

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AUSTRALIAN"
Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 23rd inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd July, 1903.

Hongkong, 3rd July, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENGYLE"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon; where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 14th inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.
McGREGOR BROS. & GOW.
Hongkong, 8th July, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"MACHAON"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be left to Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.
Optional Cargo will be loaded, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 16th inst.
No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 16th inst. will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 23rd inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th July, 1903.

Hongkong, 9th July, 1903.

FOR LONDON VIA SUEZ CANAL. THE Steamship

"BENLEDI"
Captain D. Clark, will be despatched as above on or about the 30th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th July, 1903.

Hongkong, 11th July, 1903.

HONGKONG AND MACAO LINE.

THE Steamship
"PAK KONG,"
Captain W. Moore Mason, leaves Hongkong daily at 7 a.m., and leaves Macao daily about 2 p.m.
1st Class fare \$1.00 single
2nd Class fare 50 cents
3rd Class fare 20 cents
Meals on board \$1.00.
Special trip every Sunday, leaving Hongkong at 8 a.m., Macao 5.30 p.m.
KWONG WAN STEAMBOAT CO.,
Hongkong, 3rd July, 1903.

Hongkong, 3rd July, 1903.

FOR CANTON.

"SAN CHEUNG,"
551 Tons, Captain A. Murphy, will leave for Canton at 8 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 123, Connaught Road Central.
Hongkong, 30th June, 1903.

Hongkong, 30th June, 1903.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "MOGUL,"
FROM LIVERPOOL, MIDDLESBRO' AND STRAITS.
CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, "To-morrow, the 8th inst."
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th July, 1903.

Hongkong, 7th July, 1903.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ HEINRICH"
OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., To-day, the 8th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 15th July, at 9.30 a.m.
All Claims must reach us before the 18th July, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 8th July, 1903.

Hongkong, 8th July, 1903.

PORTLAND AND ASIATIC STEAM- SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRABILLI"
FROM PORTLAND (ENGL.), YOKOHAMA, KOBE, AND MOI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by me in any case whatever.
ALLAN CAMERON,
General Agent.
Hongkong, 10th July, 1903.

Hongkong, 10th July, 1903.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted, to receive and deliver perishable goods.
W. A. PARLANE, Manager.
Hongkong, 18th November, 1901.

THE AMERICAN SYSTEM. OF DENTISTRY.

DR. M. H. CHAUN.
27, DES VEGES ROAD, CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903.

Hongkong, 10th March, 1903.

NOTICE.

WANG HING.
JEWELLER.
has REMOVED to No. 10, QUEEN'S ROAD CENTRAL, (opposite Messrs. KELLY and WALSH) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO.
Hongkong, 23rd March, 1903.

Hongkong, 23rd March, 1903.

DAVID COSSAR & SON MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TAPPAULING ARNHOLD, KARBERS & CO. Sole Agents.

Hongkong, 9th July, 1903.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS
EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)
FACTORY: CAIRO, EGYPT
PURVEYOR TO THE BRITISH FIELD FORCE
CANTERBURY IN SOUTH AFRICA.
BRANCHES:
BOMBAY—20, ESPLANADE ROAD.
CA CUTTA—4, DALHOUSIE SQUARE.
BAROON—72, MERCHANT STREET.
LONDON—19, BASTINGHALL ST., E.C.
ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO., HONGKONG

Hongkong, 9th July, 1903.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sufferers of Pregnancy.

DINNEFORD'S MAGNESIA

Gold Medal, Health Exhibition, London
BENGER'S FOOD is not only highly nutritive, but is most easily digested, and is so delicious that it is enjoyed by Infants, Invalids, Convalescents, and the Aged.
From an Eminent Surgeon:—
"After a lengthened experience of Foods both at home and in India, I consider 'Benger's Food' incomparably superior to any I have ever prescribed."
BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.

Hongkong, 9th July, 1903.

True Economy.

Many people think that by buying a low-priced article they are getting the cheapest. There is no more erroneous idea. True economy consists in obtaining the best value for money.

Best & Goes Farthest.

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